

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5637

號五初月一十年三十三緒光

MONDAY, DECEMBER 9, 1907.

一拜禮

號九月二十英曆

50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTOING.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907.

INTERNATIONAL BANKING

CORPORATION.

FISCAL AGENTS OF THE UNITED STATES

IN CHINA, THE PHILIPPINE ISLANDS AND

THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000

RESERVE FUND " ABOUT MEX \$5,000,000

..... " ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

am Main

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Bayrische Hypothek und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1907.

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,175,000).

RESERVE FUND FL. 5,378,375

(about £448,000).

Head Office—AMSTERDAM.

[Head Agency—BATAVIA.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS " \$11,750,000

Sterling \$1,000,000 at 2% = \$10,000,000

Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Mod. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

E. Goetz, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lessmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

MANAGER.

(Shanghai)—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the daily balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907.

NEDERLANDSCH-INDISCHE

HANDELS-BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital FL 15,000,000 (£1,250,000).

Subscribed Capital FL 10,000,000 (Paid-up).

Reserve Fund FL 2,112,570.36 (£176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sam-

rang, Indramajoe, Bandoeng and Wel-

tevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives

for collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETTJE,

Manager.

16, Des Vaux Road Central.

Notice of Firm.

INTERNATIONAL SLEEPING-CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907.

Steamers.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL ON

REMARKS

SHANGHAI.....

DELHI.....

Aden 13th Dec. Freight and

Passage.

LONDON, &c., via usual Ports (MALTA

of Call Capt. K. A. Peters 14th Dec. See Special

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th December, 1907.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.

COAL VASE TONGS.

FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [15]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

Telephone

No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907.

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY,

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 15th December,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the

returning steamer from Macao.

W. E. CLARKE,

Secretary.

Hongkong, 9th December, 1907.

Intimations.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

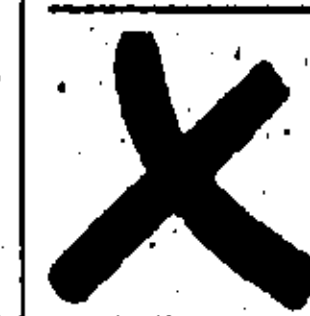
LANE, CRAWFORD & CO.,
THE MUTUAL STORES,
and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907.



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....2,361 tons.....	Captain H. D. Jones.
"POWAN".....2,338 ".....	"H. J. Black.
"KATSHAN".....2,280 ".....	"G. V. Lloyd.
"KINSHAN".....1,995 ".....	"B. Branch.
"HEUNGSHAN".....1,995 ".....	"R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton Steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday.....	2 day steamers leaving Hongkong at 8 and 9 A.M.
On Sunday and Tuesday.....	2 night " " " " 11 P.M.
On Monday.....	2 " " " " 10 and 11 P.M.
On Wednesday.....	2 " " " " 10 P.M.
On Thursday.....	2 " " " " 10 P.M.
On Friday.....	2 " " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN".....1,651 tons.....	Captain W. A. Valentia.
"SUI-TAI".....1,651 ".....	"G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 3 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....1,585 tons.....	Captain S. Bell Smith.
"NANNING".....1,585 ".....	"Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address:

"OHEP" HONGKONG.

Telephone No. 14.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN,

Proprietor.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS.

TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ REGENT LUITPOED" WEDNESDAY, Dec. 18th, 1907.

GIBRALTAR, SOUTHAMPTON, "CAPT. H. KIRCHNER" Noon, 18th Dec., 1907.

ANTWERP AND BREMEN

SHANGHAI, NAGASAKI, HIOGO, "PRINZ EITEL FRIEDRICH" About WEDNESDAY, 18th Dec., 1907.

AND YOKOHAMA

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELB., "MANILA" THURSDAY, 5 P.M., 2nd Jan., 1908.

BOURNE

KUDAT and SANDAKAN "BORNEO" Middle of Dec., 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & G.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th December, 1907.

[1]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	On or about	Will leave for	Expected on or about
TJIKINI	JAVA	First half Dec.	JAPAN	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 175.

YORK BUILDINGS, 1st floor.

Hongkong, 27th November, 1907.

[15]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consults for Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

34 QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1904.

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"LUSITANIA'S" GOLDEN GO.

New York, Nov. 8.

With ten millions of gold in her strong box and a new transatlantic record written in her log, the Cunard liner "Lusitania" passed Sandy Hook lightship at 1.40 o'clock this morning. In one grand performance the great vessel broke her own world's record and brought to the relief of the money market her \$10,000,000 in gold in unprecedented time.

The west-bound trip was made approximately in 4 days, 19 hours and 10 minutes. The exact time can only be known from the official recording. Her hourly average was a little better than 24 knots an hour, and she has probably beaten the record about 40 minutes.

The former western record of the liner, completed October 11th last, was 4 days 19 hours 55 minutes. The average on that trip was twenty-four knots an hour for the distance of 2,781 miles. The best day's run was 617 knots. The "Lusitania" fought out the last lap in her race in the face of a south-west gale. She had been favoured with ideal weather until early yesterday, when she ran into an off-coast storm that bothered her. When she swept by the lightship this morning she cut her way through a tumbling sea.

The big ship came to anchor outside the bar, where she waited daylight to come through the Ambrose channel, which is not lighted at night. She is expected to dock about 6 o'clock this morning.

With a big passenger list and unprecedented gold imports, she sailed from Queenstown at 11.30 a.m., November 3. The moment she disappeared from land she was headed for Sandy Hook, the "Lusitania" steamed at top speed. Her daily runs were 626, 616, 618 and 616 knots up to noon yesterday. The best day's run beat her previous run for twenty-four hours by one knot. This run of 618 knots was made in the twenty-four hours preceding Wednesday noon.

The "Lusitania" passed Nantuxet at five o'clock last night. At 11.30 she was sighted about thirteen miles south-east of Fire Island. This is several miles further out than vessels are usually made out from Fire Island, and the report gave rise to the belief that she would make Sandy Hook before she did.

A HIGHLAND ROMANCE.

London, Oct. 23.

A middle-aged woman visited the cemetery in Birmingham the other day and was seen to kneel down, take a white rose from her breast and tenderly lay it upon a grave. Inquiries revealed a romantic story.

The story began forty years ago, when the members of a well-known Midlands family were taking a holiday in the Highlands of Scotland. They made the acquaintance of a farmer's pretty daughter, named Fraser, and took her home as a domestic. At the time she had a Highland lover, but he went to America. Miss Fraser remained in Birmingham for several years and made the acquaintance of a young city man, whom she eventually married. After some years the business they had started failed and they went to Pittsburgh, but again failed, and found themselves on the verge of poverty. Their home was sold to pay debts, and the husband disappeared.

The wife went into service as a companion and housekeeper to a Scotch family. One day a distant relative named Thomson, a wealthy man, who had carried out successful contracts in the construction of Canadian railroads, visited the house. The Scotch lady companion was introduced to him by her married name, but she instantly recognised in the tall, sunburnt man her former Highland lover.

When Thomson's visit came to an end they were like lovers again. Some years had now elapsed since the disappearance of the husband and his whereabouts were unknown. In his uncertainty a few years more sped past.

Twelve months ago there arrived in Birmingham a prematurely aged man, who was recognised as the missing husband. He did not live long and was buried by his few surviving relatives. The latter immediately communicated with his wife, and she lost no time in coming to England with her Highland lover.

The next scene in the drama took place a few days ago in the London registrar's office, where the couple who had waited so long were married. They have sailed for South America, but previously made arrangements to return to a beautiful estate which Thomson, who is now very wealthy, has purchased in the Highlands.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.
Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.
Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 15 minutes

NIGHT CARS on Week Days.

Extra cars at 11.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement.

The Company's Office, ALBERT ROAD, ENGLAND.

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1907.

To Let.

TO LET.

CROWNSNEST, Baker Road, unfurnished or partly furnished. Apply to—

C. L. GORHAM,

3, Pedder's Street.

Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 2, COMMERCE ROAD, facing the Cricket Ground.

HATHERLEIGH, Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VEAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [620]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [66]

TO LET.

No. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPRADORE DEPARTMENT,

Jardine, Matheson & Co., Ltd.,

Connaught Road Central.

Hongkong, 22nd October, 1907. [910]

TO LET.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 16th October, 1907. [912]

TO BE LET.

SUITABLE OFFICES, in No. 2, REDDER STREET. Two very spacious, bright and airy rooms. Rent moderate.

Apply to—

"Y. Z."

C/o Hongkong Telegraph.

Hongkong, 4th December, 1907. [1060]

TO LET.

No. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 14th October, 1907. [665]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.0

Intimations.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$10.50 EACH

POWELL'S

BAZAAR

GAMES

POWELL'S

BAZAAR

FANCY
GOODS

POWELL'S

ALEXANDRA

BUILDINGS.

Hongkong, 7th December, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY,

the 11th December, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A QUANTITY OF

ENGLISH GOLD AND SILVER

JEWELLERY,

(Part Bankrupt Stock of London Jewellers),

Comprising—

DIAMOND RINGS, BROOCHES, NECK

CHAINS, BRACELETS, PINS, WAR

MEDALS, INKSTANDS, CUTLERY,

DRESSING CASES, FANCY GOODS,

GOLD AND SILVER WATCHES, SILVER-

PLATED GOODS, CLOCKS, &c., &c.;

ALSO

BENSON'S GOLD LEVER WATCH,

VALUABLE GOLD ENGLISH OPEN

FACE CHRONOMETER, and VALUABLE

DIAMOND CLUSTER RING.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th December, 1907. [1044]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

WEDNESDAY,

the 11th December, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising—

Double and Single IRON BEDSTEADS

and MATTRESSES, TEAKWOOD WARD-

ROBES with BEVELLED GLASS, OVER-

MANTLES with BEVELLED GLASS,

SIDEBOARD and DINNERS WAGGONS

with BEVELLED GLASS, MARBLE-TOP

WARDROBE with BEVELLED GLASS,

TAPESTRY-COVERED DRAWING

ROOM SUITE, GLASS, CROCKERY and

E.P. WARE, CARPET, COOKING STOVE

and UTENSILS, &c., &c.;

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th December, 1907. [1039]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 4th December, 1907. [1032]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship "MON GOMFRYSHIRE," Captain Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th December, 1907. [1031]

VOLUNTEER CORPS ORDERS.

ORDERLY OFFICER.

Orderly Office for week ending 14th Decem-

ber, 1907, Lieut. Scott.

GUSLAYERS' CLASS.

Monday, 10th, Wednesday, the 11th, and

Friday the 13th, at 5.30 p.m.

Only members selected by Officers Com-

manding Units to attend. It is most import-

ant that all men selected should attend these

drills. Both instructors will attend.

Members who attend this class will be ex-

amined at 2.30 p.m. on Saturday, the 14th, by

the Instructor in Gunnery R.A. and those who

are unable to attend on Saturday will be ex-

amined on Sunday, the 15th, at 9.30 a.m.

ALL UNITS.

Parade—At headquarters at 5.30 p.m. on

Monday, the 9th December, for infantry drill.

Sergt. Downes, 3rd Middlesex Regt., will

attend.

ARTILLERY UNITS.

Parade—At headquarters at 5.30 p.m. on

Friday, the 13th December, for Maxim gun

drill. Sergt. Windsor, R.A., will attend.

ENGINEER COMPANY.

Parade—At West Fort, Kowloon, at 6 p.m.

on Wednesday, the 11th December, for tech-

nical instructions.

TAIKOO DETACHMENT.

Parade—At Taikoo at 5.30 p.m. on Thursday,

the 12th December, for gun drill. Sergt. White,

R.G.A., will attend.

JOINED.

Mr. J. Kirby joined the Corps on the 2nd

December, assigned Corps No. 1, 2006 and

posted to the Left Half No. 2 Company.

RESIGNED.

Gunner H. Warrington is permitted to re-

sign on leaving the Colony with effect from

the 23rd November, 1907.

Troop II, R.L., Dowling is permitted to

resign on leaving the Colony with effect from

the 28th November, 1907.

TRANSFER.

Gunner A. Melbye is transferred from the

Left Half No. 1 Company to the Engineer

Company, with effect from the 26th November,

1907.

LEAVE.

Captain C. P. Lammer is granted leave of

absence of the Colony for four months with

effect from the 1st December, 1907. Captain

G. Wood will command Left Half No. 2

Company, during Capt. Lammer's absence.

NOTICE.

Members should attend at headquarters at

5.30 p.m. on drill nights to be measured for

uniform.

Note.—No member will be allowed to take

away his uniform from Volunteer Headquar-

ters until it has been fixed and passed by an

officer.

LEFT HALF NO. 1 COMPANY.

The extra shoot for those who were unable

to attend the first of the series will take place

at Tai Hang Range on Sunday, 29th instant, at

9.30 a.m.

GYMNASTIC CLASS.

The Gymnastic class will be on every Tues-

day and Wednesday, at 8.45 p.m. until further

notice.

SISTER ST. AUGUSTIN SENDS

THANKS.

SHE TELLS HOW

Dr. Williams' Pink Pills.

HAVE CURED ANAEMIA (WEAK WATERY

BLOOD), MALARIA, AND BARI-BERI

AMONG THE CHILDREN IN THE

KUALA LUMPUR CONVENT.

Sister St. Augustin, the Lady Superior, of the

Kuala Lumpur Convent, F.M.S., "For the

past three years we have been using Dr. Wil-

liams' Pink Pills for Pale People in this Convent

both for the Nuns and pupils, and great benefit

has been derived from their use," said this

Reverend lady recently.

"One of our pupils was suffering from

Anæmia. She became very pale and thin, her

appetite failed, she was listless and despon-

dent and suffered from headaches, in fact she

was very weak and run down. We gave Dr.

Williams' Pink Pills to this girl, and after the

use of a few bottles she became quite bright

and lively again, her colour returned, also her

appetite, the headaches disappeared and she

became quite strong and well in every way."

"We have also used Dr. Williams' Pink Pills

for Malaria and other Fevers, and found that

after the use of a few bottles the children be-

came quite restored to health again.

"We have one orphan girl in this Convent

who has suffered from Beri-Beri. Her legs

were swelled up and she could not walk about.

We gave her Dr. Williams' Pink Pills and

found that after the use of a few bottles the

swelling in her legs went down and she could

walk as well as ever she had done in her life."

"We have great faith in Dr. Williams' Pink

Pills and we always keep them on hand in

case of need. We find them especially useful

for children in cases of Anæmia, Sick

Headaches, Indigestion, Beri-Beri and Mala-

ria Fever. It gives me pleasure to this

record my high opinion of Dr. Williams' Pink

Pills for publication and for the information of

the sick."

The plain, straightforward, convincing state-

ment of the Rev. Sister St. Augustin, set forth

above, establishes once again the fact that Dr.

Williams' Pink Pills for Pale People are equally

good for children as for adults. It is by their

unique action on the blood that these Pills cure.

They cleanse without purging, and the good,

clean, strong blood which they make drives

out disease and restores the system to a healthy

vigorous condition. They are world-renowned

as the great remedy for Anæmia (weak, watery

blood), Debility, Malaria, Liver Complaint,

Indigestion, Sick Headaches, Rheumatism,

Nervous Breakdown, Beri-Beri, Paralysis,

Eczema, Scrofula, Boils, and Skin eruptions

generally, and the after effects of Fevers,

Dysentery, and Chills. Many ladies know

the special value of these Pills to their sex.

Obtainable at most shops where medicines

are sold, and also direct from the Dr. Wil-

liams' Medicine Co., Cavanagh's Bridge,

Singapore, who send 6 bottles for

\$5, and a bottle for

\$1.50, post free to

any address.

E. A. HEWETT,

Superintendent.

Hongkong, 6th December, 1907. [1031]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN-
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure, and Valuables, are being

landed and stored at their risk into the hazard-

ous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

THURSDAY, the 5th of December, at Noon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 11th of December, will

be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 11th of December at 9.30 A.M.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognized.

No Fire Insurance will be effected by us in

any case whatever.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD,

Intimation.

A. S. WATSON & CO.,

LIMITED.

THE GREAT
POPULARITYor
Watson's

E

VERY OLD LIQUEUR

SCOTCH
WHISKYHAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
or
QUALITY.

IT IS A

PURE MALT WHISKY

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

BIRTH.

At the Government Civil Hospital, on Sunday, the 8th inst., at 5:56 PM, the wife of N. G. NOLAN, of a son.

MARRIAGES.

On December, 3, 1907, at Shanghai, AUGUSTUS ROBERT, second surviving son of the late F. W. G. von Stockhausen and Mrs. von Stockhausen of Hongkong, to MARY ELIZABETH, only daughter of Captain P. Kipper, of the China Merchants' Steam Navigation Company, and Mrs. Kipper, of Shanghai.

On December 3, 1907, at Shanghai, ERNEST LEE ALLEN to FRANCES ETHEL, only daughter of the late Captain William Waddell of Shanghai and niece of Mr. and Mrs. Harry J. Sharp.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 9, 1907.

N. Y. K. SHIPPING SERVICES.

It was reported recently, on what appeared to be unimpeachable authority, that the Nippon Yusen Kaisha, finding their attempt to secure a footing in the important shipping trade between Hongkong, Swatow and Bangkok, had not succeeded in the degree originally anticipated, and had therefore decided to relinquish the unavailing contest, or rather to transfer the headquarters of the triangular duel to Singapore. There was much reason to commend such a policy, for the Hongkong-Bangkok trade has been built up on the soundest lines and maintained at a standard of efficiency which is not to be shattered by any or every steamship company which has not thoroughly taken into account all the intricacies of the situation. It seems, however, that the Nippon Yusen Kaisha have not by any means retired from the contest. Their idea of acquiring a very important share of the carrying trade between this port and the capital of Siam is still a living germ, for we read in the half-yearly report of the Nippon Yusen Kaisha that: "The company is still carrying on competition over the Hongkong-Bangkok service with a foreign shipping company and is resolved to fight to the last." There is a fine, combative, commercial spirit of enterprise in that last clause which calls for admiration from those who are not particularly concerned with outside shipping competition, but how can it be explained that those apparently explicit and semi-official statements which appear from time to time in the foreign Press of Japan, relating to the discontinuance of the service in question, are allowed to pass without question? And it is also a pity that our

Japanese friends fail to indicate the precise "foreign shipping company" with which they believe themselves to be in conflict. Remembering the rebuke we received when we suggested that Butterfield and Swire and not the Norddeutscher Lloyd were the antagonists charged with the duty of conserving the shipping trade of Hongkong to Bangkok, it would have been decidedly refreshing to learn whether the Japanese company had launched out into a Japanese-Germanic conflict or a Japanese-British wrestling match. However, that is beside the point, although the honesty of the Japanese in once again proclaiming their determination "to fight to the last," their *nil desperandum* attitude, will be duly noted in the proper quarters. The fact seems to be that the N. Y. K. are more concerned about their foreign trade than the inter-port opportunities of fostering commerce, which would rather seem to prove in the end more remunerative at less initial cost. We read that: "Since the termination of the late war freight rates have fallen considerably, but towards the end of the present term they showed an upward tendency. Owing to various epidemics, the Hakodate fire and the disastrous floods, shipping was greatly affected, so that receipts were far out of proportion to the quantity of goods carried. Of the coasting lines, the Kobe-Oturu service was abolished at the end of the term under review. This step was due to the fact that the company desired to concentrate its energies on the foreign services, thereby handing over the service to other shipping concerns of small means." The closing sentence of that paragraph is certainly worthy of attention. Why the Nippon Yusen Kaisha should evince such an exceptionally philanthropic spirit as to hand over a line of potential value to a minor shipping concern is not quite clear, except on the premise that the leading Japanese company put the interests of Dai Nippon above merely commercial values, and holds that they sustain no loss in what they give to a friend, and a struggling competitor at that. With regard to the "Eastern Service," of the company, it is here again somewhat difficult to appraise the real meaning of the directors' report, or how the trade actually looked when set forth in the company's books. It is stated that: "The service was very brisk. Owing to the successful raising of agricultural products since the spring of the current year the shipping of cotton and other produce from Shanghai and Hankow was abundant, while exports from Japan diminished. The Tientsin service alone was very barren both on outgoing and return voyages, although goods destined for Europe were handled rather actively. At Newchwang, water in the Liap river was very low, in consequence of which the shipping of beans and bean cakes was badly affected. At Tairen, both imports and exports showed a remarkable increase on account of the gradual development in South Manchuria. The importation of rice and other cereals from Korea to Japan was considerable both in quantity and value. At Vladivostok, shipping was also active owing to the fact that agricultural products in North Manchuria were forwarded to that port over the Chinese Eastern Railway. Exports from Japan were, however, very scarce as in the past." So that the report is a record of progression and retrogression, and an unbiased critic might be allowed to assume that the one counterbalanced the other. The best statement, on the whole, appears to be that under the heading of "European service." In this relation it is noted that although the exports from Japan were generally inactive, in the Straits Settlements shipping was comparatively brisk. On return voyages the company's liners were flooded with cargo which was destined for Japan and other ports in the East. In addition to the 12 regular liners, the company employed the steamer *Chikusen Maru* which was built in England to the order of the company, and also the *awa Maru*, which was stranded in British waters some time ago and was completely repaired. The shipping of cargo from Europe was so great that the company chartered five freight steamers for the conveyance of goods to Japan and Tairen. Nor was this all. The company further provided three more liners on the service between Europe and Japan. This exceptional measure will remain in force in order to meet the requirements of the time. That is a record of which the directors of the Nippon Yusen Kaisha may feel justifiably proud. If we are correct, the company had twenty-two steamers regularly engaged in the trade with Europe, during the past six months, and that is something for a single line, which loses none of its importance from the fact that subsidies are the rule, and the Government of Japan handed over several of its finest captures during the war in the way of merchant vessels to the N. Y. K. free, gratis and for nothing. As regards the American service, however, the optimistic vein is temporarily checked, for we learn that "On outgoing voyages the shipping of cargo was remarkably voluminous, including tea and other goods. So abundant was the cargo that the company despatched special liners at intervals. On return voyage cargo was very scarce and from about the middle

of the term under review the exportation of flour and wheat decreased considerably. Such discouraging conditions have rarely been experienced in recent years. On the whole, however, the quantity of cargo shipped was exceptionally large." The falling-off may, of course, be attributed to the somewhat strained relations which existed between Japan and America in the early and middle parts of the year, although there are probably deeper reasons for the decrease, for it is not conceivable that a party or racial question would prevent American manufacturers from taking advantage of any profitable export trade that might be offering. The real test, probably, that in view of the unsatisfactory state of the wheat crops in America, Manchuria, and India, the American holders considered it more profitable to retain the stock they already had in hand in view of higher rates than to take advantage of immediate sales at mediocre prices. With reference to the Australian trade that service may be dismissed in a line: "The service is developing annually." Referring to the subsidiary lines we are given an inkling of the help which the N. Y. K. receives from a paternal and beneficent Government. It is stated that: "Of the coasting and Eastern services, the five lines of the Shanghai, the North China, the Korea-North China, the Vladivostok and the Hokkaido Japan proper services will be granted subsidies from the Government for four years and six months, commencing on October 1st this year. The other three lines, the Hakodate-Amishiri, Hakodate-Oturu and Oturu-Wakanai services will also be granted subsidies for two years and six months, commencing on October 1st this year. It may be remarked that all the above lines were granted subsidies in the past and that their term expired at the end of the second half of this year, so that privilege was renewed. A noteworthy feature was that the price of coal showed an increase of about 30 per cent, as against the price prior to the late war and that the cost of labour rose steadily; on the other hand freight rates were lowered as the result of the increase in the number of steamers after the late war. The company therefore experienced no small difficulty in realizing profits during the term." The last couple of lines read curiously in view of the generally optimistic character of the report, but when it is stated that the shareholders received a dividend for the half year at the rate of ten per cent. per annum, and a special dividend at the rate of two per cent. per annum, it will be seen that the operations of the directors with the object of overcoming exceptional difficulties were not altogether fruitless of results. Finally it need only be observed that, during the half-year the company carried over 340,000 passengers and 1,600,000 tons of cargo on both domestic and foreign lines, through the service of 81 steamers, representing over 264,000 tons, belonging to the company, of nine agency steamers representing over 35,000 tons, and other chartered steamers, covering over 1,840,000 miles altogether. This is stated to be a record since the establishment of the company.

LOCAL AND GENERAL.

The German mail of the 6th November was delivered in London on the 6th inst.

Two native banks in Kirin have suspended payment in consequence of the commercial depression.

ENTRIES for the Hongkong Football Challenge Shield should be sent to the Hon. Sec., Mr. L. J. Wigham, No. 1 Douglas Street, on or before the 31st Dec., 1907.

The rise in the Bank rate at Tokio to eight per cent is due to financial activity, and the heavy demand for winter commodities resulting in an increased need for capital.

H. E. WU TING-FANG, Chinese Minister to the United States, etc., was to be received in audience by the Hon. Sec. of the 5th inst., and is expected to leave Peking on or about the 19th inst.

LORD Li Ching-fang, Chinese Minister in London, has informed the Waiwupu that the British Government has consented to the Chinese proposal to establish a Consulate somewhere in Australia.

SPECIAL Commissioner Yang Shih-ch'ih has recommended Mr. Liu Tse-hsun, one of the prominent Chinese merchants in Siam, to the Throne as being the most suitable man for the post of Chinese Consul in Bangkok.

LI TAK YAN, a coolie, was fined \$25 this morning, at the Police Court, for impersonating a police officer. The alternative, which he took, was a month's hard labour. Mr. C. Arnold, of 16, Shau-ki-wan Road, prosecuted.

TELEGRAMS from Japanese sources at Newchwang announce repeated outbreaks by the Chinese in Chientan, on the Manchurian-Korean frontier. Mr. Hayashi, the Japanese Minister at Peking, is protesting to the Waiwupu.

It is stated in a New York despatch of 3rd inst., to the N. Y. C. D. News, that six torpedo boats, destroyers are leaving Hampton Roads for the cruise to the Pacific. Mr. V. H. Metcalf, Secretary of the Navy, recommends the appointment of 30,000,000. Four battleships are needed.

Mr. (Chin Ch'iao Tientsin) regret to learn that Mr. W. H. Murray-Campbell has severed his connection with the Russo-Chinese Bank, and will leave for Europe shortly. The town will miss both the genial bank manager and his charming wife, but we trust to see them both out again here next year.

In a gambling raid which was executed by Police-constable Watt at 17, Staunton Street, last night, one of the gamblers had a hair breath's escape. The coolie, as soon as the house was entered, rushed to a window, and jumped into the street—a distance of some twenty feet. He was not even bruised. Twenty arrests came about. The two leaders were each fined \$5 by Mr. Gompertz, this morning, and the remainder \$2 apiece.

SHOULD a bill presented this morning (30th ult.) in the Assembly be approved by that body and the Commission, the death penalty in the Philippine Islands will be abolished. The general impression seems to be that such a bill will surely pass the assembly, and the presumption is that it will be endorsed by the Commission. The bill, which was introduced by Member Antonio Jayme from the 1st District, Negros Oriental, also provides that in place of the capital sentence the next in the scale, life imprisonment, shall be substituted. The bill, if passed, is to be retroactive in effect and all those who on its enactment are under sentence of death shall have their sentence commuted to life imprisonment.

ACCORDING to the *Cablenews-American* the progress of the opera, "Patience," by that fraternity known as the "Elks" is all that could be desired. Mr. AN Goulding, of the Lilliputian Opera Company, is devoting four afternoons a week to the instruction of the company. The members are responding to his efforts in a style that will render "Patience" the best opera ever produced in Manila. The management has received a letter from A. B. Moulder, of Moulder and Company, of Hongkong, asking what the company would consider an acceptable offer to present the play in the British Colony of China. The date for the presentation of the opera in Manila has been set for January 30 and 31 of the coming year.

WHILE out making inquiries into a certain robbery which was reported to them a few days ago, the West Point police brought to light yesterday another robbery which had been committed on the 30th ult., at 39, Cochrane Street, and still unreported to the police authorities. Certain information had been received by Inspector Collett yesterday to the effect that a quantity of stolen property could be found at No. 39, Tung Tak Lane. This proved correct and the occupier of the house—Cheung Hoi—was arrested. Later he admitted entering the house in Cochrane Street and stealing twelve pieces of clothing, two bunches of keys and a whistle. He was charged at the Police Court, this morning, and sentenced to three weeks' hard labour, and six hours' stocks.

A TEN-YEAR-OLD lad, while standing on the waterfront at West Point this afternoon, noticed smoke issuing from the funnel of one of the Canton boats. He became very much alarmed, and, rushing up the road, called "Fire" at the top of his voice. A large crowd pursued the boy seeking information as to the location of the fire. Not seeing any signs of a blaze they yelled not, not a sounding police whistles. In the next few minutes the brigade was out and making for the scene, only to be told on arrival that it was a false alarm. The lad was arrested and removed to No. 7 Police Station. There he was detained for a while, and released when his father called, not, however, before he was properly chastised, the "old man" holding that the "mistake" was a serious one.

KEWOK KAN SHUI, the coxswain of the steam launch *Hop Fat*, and a deck hand named To Chun were charged at the Police Court, this morning, with assaulting, resisting and obstructing Indian police-constable 874 at Yau-ma-tei, on Saturday. The *Hop Fat*, it appears, has no landing stage at Yau-ma-tei and for some weeks past has been discharging her freight and passengers at a rival's pier. On Saturday afternoon, it was alleged, she was found trespassing again and was ordered away. There was a disturbance, and the police intervened. Policeman 874 attempted to arrest the coxswain, but the latter took to the engine-room. The Indian followed, and on arriving below he was seized by the accused and assaulted. Mr. Gompertz fined accused \$1 each.

A VANCOUVER, B. C., despatch of Nov. 4, says: D. E. Brown, general superintendent of the transpacific service of the Canadian Pacific railway, left this afternoon for Montreal to consult with headquarters officials respecting the increase in the transpacific fleet. Mr. Brown will probably be in a position to announce the intentions of the company in regard to sending more large steamships to this Coast. There is the possibility that the *Empress of Ireland* and *Britannia* will be shifted from the Atlantic to the Pacific to replace the present three Pacific *Empress* liners, which have to a large extent outgrown their usefulness in these waters, owing to the great increase in transpacific freight and passenger traffic during the last few years. These large Atlantic liners would not be brought to the Pacific coast until they had been replaced by other steamers on the run between Canada and England, so there is little likelihood of their being sent here next year. In the meantime some provision will have to be made by the C. P. R. to replace the steamers *Tartar* and *Athenia*, which were recently disposed of to a Japanese shipping firm. It is probable that while Mr. Brown is in Montreal, arrangements will be made to send one, and possibly two, of the company's Atlantic freighters, of the *Montezuma* type, to Vancouver to enter the Oriental trade early in the coming year.

HAIPHONG SHIPPING

BOYCOTT.

PROBABLE COMPROMISE.

CONFERENCE OF OWNERS AND SHIPPERS.

Our commercial readers will have read, with interest the report which we have been able to publish exclusively, some days ago, of the boycott established by the Chinese rice dealers in Haiphong against the regular lines of steamers trading between that port and Hongkong. It was hoped that by maintaining a firm attitude and then to reduce the freight substantially the "shipping ring" would succeed in bringing the rice shippers to terms. Such a policy, however, by subsequent development of events, does not seem to commend itself in the interests of the "pool." Our latest information is that probably a compromise may have to be arrived at as the only practical solution of the problem in order to remove the deadlock. We have already reported that the *s.s. Erikhof* and the *s.s. Dagny* had been chartered on the basis of 19 cents per bag of 110 picul rice Haiphong to Hongkong. The return of these vessels to the French port after unloading their first rice freight in this Colony does not portend any difficulty on the part of the native merchants to secure grain carriers on suitable terms. In view of such a facility, which unquestionably obtains to the advantage of the boycotters, it would seem as if the original plan of the "ring" has undergone radical modification. Instead of "showing fight," we have reason to believe that a more conciliatory measure is to be resorted to, namely, for owners and shippers to meet half-way. In order to arrive at this amicable understanding, it is reported that a conference of owners and shippers was held last week. The owners were represented by the firms of Messrs. A. R. Marty & Co., Messrs. Jensen & Co., and Messrs. Butterfield & Swire. On behalf of the shippers representatives of the principal rice houses in Hongkong attended the conference. The object of the meeting was to ascertain what substantial grievances, if any, the shippers had against the "shipping firms." It was learnt, in the course of the discussion which ensued, that the dealers alleged their inability to pay the freight of 25 cents per picul, owing, as it was submitted, to the depressed state of the rice market in Hongkong. It was manifestly obvious that such an excuse would not hold at all seeing that the tendency of the local rice market has been one of firmness now for some time. The conclusion to be drawn, therefore, was that the determination to stand up against the "pool" was a strong one. Moreover, the 25 cents rate of freight was one which the shippers had cheerfully paid for the past ten years. After some discussion, no definite settlement could be reached, although it was apparent that there would be no disinclination on the part of owners and shippers alike to meet each other half way. We have heard it suggested that a common ground for a settlement may not improbably be a reduction of freight to 20 cents per picul, and to this effect we understand instructions have been wired to Haiphong with a view of reconciling the Chinese rice dealers. Meanwhile it is just possible that a second conference will be held in order to ratify the proposal which has not been finally removed from the region of debate.

SWATOW ADIEN.

ST. ANDREW'S DAY.

[From Our Own Correspondent.]

Swatow, 5th December.
St. Andrew's day passed off here in an enjoyable manner, thanks to the kindness and hospitality of Mr. Richardson who issued invitations for music and dancing at his residence "Festiva." A good programme of music was gone through, and then dancing commenced, and was continued till 3 o'clock next morning. During the evening many toasts were given, that of our kind host being drunk with enthusiasm and the wish of it concerned is that may he long be spared to see many more St. Andrew's days.

RICE HARVEST.
The rice harvest is now being reaped and is one of the best for many years past.

A SPECIAL Naval and Military Missionary Service will be held in St. John's Cathedral, on Wednesday, 11th inst., at 9 p.m. for members of the Army and Navy. We are asked to state that it would be a convenience if officers intending to be present would inform one of the chaplains, stating the number of seats they wish reserved for them. The transcripts will be reserved for Chief and 1st Class P. O.'s and Senior N. C. O.'s, and their friends. As this special service is being held for the purpose of giving information on missions, and not to raise funds, there will be no collection. All members of the Army and Navy, their families and friends, are cordially invited to be present.

We learn from a Seattle paper that Mori Ishida has wedded Sadano Yoshioka, a Japanese Baptist missionary assisting in the consummation of the romance of Mori and Sadano. This simple announcement does not mean much to the general public. The populace does not care particularly to know that the wedding occurred on the N.Y.K. steamer *Aki Maru* and that Mori had sent to Japan for his bride, and that he gave an elaborate wedding reception and dinner to fifty while and Japanese friends when the ceremony was all over. But it appears that Mori is identified as "Murphy," the only "Irish Jap" in Seattle. "Murphy" is one of the assets of a big club that is to go out of existence on January 1st, or thereabouts, when the Scandinavian-American Bank expands. There are scores of Japanese boys in service around the city, but so far as anyone has been able to discover, "Murphy" is the only one with an Irish name and a special of himself.

Telegraph

HONGKONG TELEGRAPH SERVICE

CHINESE OPIUM QUESTION.

BRITISH CONDITIONS ACCEPTED.

CHINESE DECREASE TO BE COINCIDENT WITH INDIA'S LOSS.

[From Our Own Correspondent.]

Shanghai, 9th December, 3.5 p.m.

The Imperial Government of China have, through the Waiwupu, notified the British Minister at Peking, Sir John Jordan, that the conditions required by Great Britain—that the reduction in the cultivation and exportation of Indian opium will only be enforced and secured provided the cultivation, and sale of the plant in Chinese provinces are made coincidently the one with the other—have been accepted and will be carried into effect.

The Chinese authorities have also withdrawn their proposal which was submitted to the effect that imported opium should be subjected to an increased duty rate.

THE SUBSCRIPTION GRIFINS.

ARRIVAL OF THE FIRST BATCH.

The first batch of subscription griffins, consigned to the Hongkong Jockey Club, arrived in the Colony to-day from the North, by the steamer *Havensang*. The ponies—twelve in number—are a handsome and promising looking lot. They were drawn for at Kennedy's Stables this afternoon, as follows:—

Nos. Colours.	Drawn by.
2—(grey)	"Kee Cheong" Staff
19—(dun)	Mr. C. Laffen's
21—(dark grey)	Mr. R. Shawan
21—(bay)	Mr. W. G. Clarke
31—(dark grey)	Mr. T. S. Forrest
35—(brown)	Hon. Mr. H. Keswick
37—(blue-dun)	Mr. H. N. Mody
45—(grey)	Mr. C. Thiel
46—(brown)	Mr. J. R. M. Smith
53—(iron-grey)	Mr. J. Armstrong
53—(dark-grey)	Mr. A. Moir
55—(grey)	Mr. F. B. Marshall (Jockey)

FOOTBALL.

LUS TANO FOOTBALL CLUB.

Eleven-a-side Competition.

The table now stands:—

	P. W. L. D. A. F. Pts.
O'Brien's team (D)	4 3 0 1 5 2 10
Victor's team (C)	4 3 0 1 4 1 10
Cordeiro's team (B)	4 3 1 0 12 3 9
Rosa's team (G)	4 2 1 1 5 2 7
Barretto's team (H)	3 1 1 1 2 2 4
Britto's team (F)	4 1 3 0 1 4 3
Barros's team (A)	3 0 3 0 0 10 0
Ribeiro's team (E)	4 0 4 0 0 7 0
	3 points for a win and 1 point for a draw.

GARRISON FOOTBALL LEAGUE.

FIXTURES FOR THIS WEEK.

Monday 9th, No. 88 Co. R.G.A. v. No. 87 Co. R.G.A., Referee: Q.V.S. Edwards, R.E.	
Tuesday 10th, "F" Co. 3rd Mx. v. "H" Co. 3rd Mx., Referee: Corpl. Shute, R.E.	
Wednesday 11th, No. 83 Co. R.G.A. v. No. 40 Co. R.E., Referee: Le Gr. v. A.O.O.	
Thursday 12th, "A" Co. 3rd Mx. v. No. 25 Co. R.E., Referee: Corpl. Griffiths A.O.C.	
Friday 13th, Departmental, "F" Co. 3rd Mx. Referee: O.M.S. Thorp, R.G.A.	
Saturday 14th, No. 83 Co. R.G.A. v. No. 87 Co. R.G.A., Referee: Corpl. Flatt, 3rd Mx.	
Kick-off 3.45 p.m. sharp.	

RESULTS LAST WEEK.

"G" Co. 3rd Mx.	2	"A" Co. 3rd Mx.	0
Departmental.	2	No. 25 Co. R.E.	0
"H" Co. 3rd Mx.	0	"A" Co. 3rd Mx.	0
No. 40 Co. R.E. forfeited to "H" Co. 3rd Mx.			
No. 25		No. 83 Co. R.G.A.	

LEAGUE TABLE.

	P. W. L. D. A. F. Pts.
"G" Co. 3rd Middlesex	9 8 0 1 25 5 15
"F" Co. 3rd Middlesex	7 6 0 1 27 8 15
"A" Co. 3rd Middlesex	5 2 1 1 19 3 11
No. 40 Co. R.E.	5 3 0 1 20 3 8
No. 88 Co. R.G.A.	7 3 0 1 20 16 6
Departmental	7 3 0 1 20 16 6
"H" Co. 3rd Middlesex	5 1 3 0 21 5 5
No. 83 Co. R.G.A.	6 3 0 1 23 16 4
No. 83 Co. R.G.A.	7 1 0 6 27 41
No. 25 Co. R.E.	5 0 0 5 18 0
* 2 points for game forfeited by No. 40 Co. R.E.	

UNDER date Shanghai, 9th inst., Messrs. Wheelock & Co. write:—Business is very dull on the coast. Newchwang has not cleared for the winter and the fall of the water in the Yangtze stops all but river passenger traffic. Proceeding to Hankow there is considerable difficulty of obtaining passage, and the only one with an Irish name and a special of himself.

Telegrams.

The Money Market.

London, 6th December.
The renewed rise in the America currency premium and the continued demand for gold have prevented a reduction of the Bank rate.

Russia and the United States.

The Tsar has received Mr. Taft in audience.
The American Embassy in St. Petersburg is receiving numerous applications from Russian officers, offering their services as volunteers in the Philippines and elsewhere in the Pacific.

Obituary.

The death is announced of Mr. Campbell of the Chinese Customs.

The Trouble in Zululand.

A strict censorship of news from Zululand has been established, and the movements of the troops will not be reported.
The mule transport service is defective, and oxen will be used, though the district is infected.

Later.

It is officially announced in Durban that Zululand is quiet, but the military preparations are not relaxed.

The Mauretania's Eastern Passage.

The *Mauretania* has arrived at Queens-town, in 4 days, 22 hours, 29 secs., a record eastern passage.

Later.

Collision of War Ships.

H. M. S. *Prince George* broke away from her moorings at Portsmouth yesterday evening, and collided with H. M. S. *Shannon*.
The battleship is badly holed and has been put into dry dock.
The cruiser's upperworks are damaged.

British Cotton Spinning Profits.

A statement of the cotton spinning profits for 1907 shows that it is the most remunerative year ever experienced in Lancashire.
The profit of 65 mills amounts to £877,541 on the combined share and loan capitals, working out at 24.57 per cent.

The M. C. O. Australia.

In the match, Australia Eleven v. England, the former made 299 and the latter 61 for 1 wicket.

The Navy.

7th December.
The new British destroyer *Tartar*, on her trial trip made 35.952 knots per hour.

Mr. Taft's Tour.

Mr. Taft has left Berlin for Hamburg, en route to America.

Interviewed, he denied that his tour had any political significance, except in regard to the Philippines, the development of which was satisfactory. There was no question of abandoning or selling the islands.

[N. C. D. News.]

Viscount Aoki's Recall.

THE AMBASSADOR INTERVIEWED.

Tokio, December 4.

His Excellency, Viscount Aoki, who has been interviewed at Washington, states that he is returning home for the purpose of reporting verbally to his Government on a number of subjects, including immigration. His return can in no way be construed as an indication of any unfriendliness between the two nations, for the American Government knows very well that Japan is disposed to be one of her best friends.

The adjustment of the immigration question, said the Ambassador, presented no problem of any serious nature.

FURTHER EXPLANATIONS.

New York, December 4.

It is reported that Viscount Aoki, Japanese Ambassador at Washington, has informed President Roosevelt that he has been summoned to Tokyo for a conference on questions pending between the United States and Japan.

A belief is prevalent that this in reality means the Ambassador's recall, such a decision having been prompted by the antagonism of the Progress party.

Mr. Root, Secretary of State, says that there is no break in the relations of the two countries.

THE SIGNIFICANCE OF THE RECALL.

Tokio, December 4.

The recall of Viscount Aoki, Japanese Ambassador to Washington, is confirmed; but the step has not been taken with a view to make Japan's policy in America more aggressive, inasmuch as the relations between the two countries remain most friendly, and Japan hopes to make them still closer.

SPITTING IN PUBLIC PLACES.

QUESTIONS TO THE SANITARY BOARD.

At the meeting of the Sanitary Board, to be held to-morrow afternoon, Mr. Henry Humphreys, pursuant to notice, will ask—

(a) Does the Medical Officer of Health consider the filthy habit of spitting in buildings and public vehicles which obtains universally amongst the lower classes of Chinese detrimental to the Public Health?

(b) Is not this habit accountable in great measure for the spread of phthisis, diphtheria and other diseases, and, if so, what does the percentage of deaths arising annually from such diseases (that is diseases capable of being prevented by due infected system) bear to the total mortality?

TIGERS AT KOWLOON.

"SUCCESSFUL" HUNT BY ENTHUSIASTIC SPORTSMEN.

Whether this story is true or whether it is a figment of the imagination of those sportsmen on the peninsula who see a tiger or leopard in every emaciated village parish dog, must be left to the credulity of our readers. But according to our informant, who is remarkable for his trustworthy news, a party of sportsmen, falling partly from the railway works at Kowloon and partly from Hongkong, set out on Sunday morning after two tigers which had been located by a nobody on the mainland. The stalking was from all accounts, the finest exhibition of wary vigilance that has ever been seen on the hills of Kowloon. The party found the "spoor" of an animal, several "spoor" in fact, and having done so spent a quiet hour over what is usually called a "recherché cold collation." On returning, the "guns" made hot on the trail of the tigers and eventually caught sight of a pair of brutes, which at this stage became leopards. The whole company fired as one man and made excellent practice, nobody being injured in the slightest degree. Our informant avers that he certainly killed one if not both of the leopards with his single shot, but failed to get the skin in proof of his prowess because the carcasses fell down a mountain 200 feet in height. Darkness was coming on, and the sports being tired, the water-skins also being empty to the last drop, returned to Kowloon well satisfied with the day's happenings. It is confidently believed that as a result the natives across the mountains will provide pedigree leopards for qualified and enthusiastic sportsmen, at accessible spots, on every "unlucky" day in future.

THE CHINESE PROCESSION.

A SUCCESSFUL TERMINATION.

But for weather conditions over which the promoters had no control the memorable Chinese procession of last week has been pronounced on all hands to have been an unqualified success. Not only was the success one of the spectacular point of view, but we have it on the authority of Mr. Ho Kom Tong, the public spirited and energetic promoter of the pageant, that financially the project has resulted in material benefits to the three public institutions it was designed mainly to donate any surplus from the funds to, after the expenses have been paid. So far as it has been possible to ascertain the approximate balance at this early stage, Mr. Ho Kom Tong reckons that there will be an available sum of \$12,000 odd to replenish the depleted coffers of the Alice Memorial Hospital and the District Dispensaries and for the projected Yumai Hospital. The total amount which the committee collected was \$10,000, and their expenditure was the moderate sum of \$17,000 which included two-thirds cost of the lantern procession, the other third being paid by the Salt Fish Guild. What the actual cost of the entire procession has been, the committee are not in a position to state since the sections contributed to by the various Guilds in the Colony will be paid for by each one respectively. It may not be generally known that Mr. Ho Kom Tong had only twenty-nine days at his disposal within which to provide an "amusement for the millions" of such gigantic proportions. It speaks much for his organizing ability when it is mentioned that the Macao pageant took three months in getting up and was of considerably smaller dimensions. Mr. Chau Siu-ki was an able lieutenant, and to him also belongs much of the credit of the success attained last week. It is estimated that not less than 8,000 Chinese were directly connected with the "show" in one form or another. Of that number quite half were resident Chinese or those who have crossed over from the New Territories. Their wages were for coolies 70 cents to \$1 per day, and for the children \$1.50 per day. The lanterns which formed such a picturesque feature of the illuminated procession by night were all made in Hongkong by experts in this special branch of art brought over from Tai Lung. They were made of fine gauze, silk and rice paper.

Mr. Ho Kom Tong was asked as to the protest from the Opium Farmer against the anti-opium demonstration. He admitted to our representative the substantial accuracy of the statement. That special section of the pageant was introduced upon the application of the Anti-Opium League in Canton, organized by Chinese doctors, dentists and others. It may be remarked that a similar demonstration was made in Singapore a few months ago, although it lacked the details and completeness of the general "get-up" which characterized the tableaux parading the streets of Hongkong in so grotesque a manner last week.

The Peking Government has instructed H.E. Yang Shih-chi, Special Commissioner, to visit Chinese subjects residing in the South Pacific islands, to conclude a tariff treaty with them.

Two Chinamen—Kong Fu, a furniture maker, and Ching Chan, a shoemaker—were arrested in the Central district yesterday, and a girl child, about four years of age, who they were alleged to have kidnapped, was restored to her mother. On the 4th instant, the information goes, the child—Lo Yee—was playing outside her mother's house—3, Kin Yam Lane. She was wearing at the time a pair of gold ear-rings. A few minutes later the child was missed and the matter reported to the police. After a search lasting four days Lo Yee was found yesterday in the custody of the accused. Her ear-rings, it was stated, had been pawned. Her alleged kidnappers were arraigned at the Police Court this morning on charges of enticing the child away and with the larceny of her ear-rings. They were remanded.

BEST RIVER LAUNCHES.

MUST TRY FLAG.

[From Our Own Correspondent.]

Shanghai, 9th December.
That reform will follow the advent of the British fleet in the policing of the West River must be accepted as a foregone conclusion. The results of such reforms which cannot fail to arise must be welcomed by all engaged in trade on the waterways of South China; for it cannot be denied that the expansion of commerce which was so sanguinely expected upon the throwing open of the river to foreign trade was checked, only by reason of the prevalence of piracy in the delta. Steam launches and other vessels plying up and down the river were hitherto supposed to fly the flag under which they were respectively registered. This regulation was more honoured in the breach than in its observance in the past. But since the British fleet has made its appearance all vessels trading on the river, without exception, must fly their flag.

SHANGHAI WEDDING.

VON STOCKHAUSEN-KLOPPER.

The *N. C. D. News* of 4th inst. says:—A large congregation assembled at the Free Christian Church yesterday afternoon on the occasion of the marriage of Mr. Augustus Robert von Stockhausen, second surviving son of the late F. W. G. and Mrs. von Stockhausen, of Hongkong, to Miss Mary Elizabeth Klopfer, only daughter of Captain J. Klopfer, of the China Merchants Steam Navigation Company and Mrs. Klopfer, of Shanghai. The civil part of the ceremony took place at the British Consulate before Sir Pelham Warren, K.C.M.G. The Rev. H. H. Willett Bevan officiated at the Free Christian Church, which was very artistically decorated with bamboo, white chrysanthemums, geraniums and ferns, the bride and bridegroom standing beneath a huge floral bell suspended from the centre of an arch of evergreen, fern and white flowers. The bride, who was given away by her father, wore a gown of silk tulle trimmed with point lace, with full court train. The tulle veil was surmounted with a wreath of orange blossoms and she carried a bouquet of white roses and carnations. Mr. G. Burton Sayer was groomsmen and the bridesmaids were Miss Parrott and Miss Ethel Parrott. The bridesmaids were attired in dresses of pale green Watteau muslin and they wore black picture hats and carried bouquets of pink and white carnations. Messrs. D. E. Donnelly and F. H. Hickey acted as ushers and Mr. C. F. Gammon presided at the organ. The hymns sung were "O perfect Love" and "O Saviour, Guest most Courteous." The reception was held at the home of the bride's parents, Woosung Terrace, after which Mr. and Mrs. von Stockhausen left by the Manchuria for Japan, where the honeymoon will be spent.

GILBERTIAN CHINESE VERSE.

The following delicious piece of fooling is quoted by a writer in the *Shanghai Times*, who says:—It is in imitation of the well-known "Brave Alum Bey" of W. S. Gilbert. It is only a further proof that even similes (stereotyped barbarism of a word) are human and may have a turn for fun and fancy. I do not know that it has any name; but it does not need one.

In Yuen ming-yuen all gaily arrayed
In malachite kirtles and slippers of jade
'Neath the wide-spreading tea-tree, fair damsels
are seen
All singing to Joss on the soft candareen.

But fairer by far was the small-footed maid
Who sat by my side in the sandal-wood shade,
A-sipping the vintage of sparkling Lychee
And warbling the songs of the poet Ma-tsee.

Oh! fair are the flowers in her tresses that glow,
The sweet-scented cumshaw, the blue pum-melow,
And dearest I thought her of maids in Peking
As from the pagoda she bade me chin-chin.

One eve, in the twilight, to sing she began
As I touched the light notes of jewelled sampan,
While her own jetty finger-nails, taper and long,
Swept softly the chords of a tremulous gong.

She sang: how "a princess of fair Pechilee
'Was carried away by the cruel Sycee,
And married by force to that tyrant accursed,
That Portuguese catfish, Pylamiah the First.

Tho' her eyes were more bright than the yacoin's glow,
'And whiter than backsheesh her bosom of snow
Yet alas for the maid! she is captive, and now
Lies caged in thy fortress, detested Macao.

But she muffled her face in her sobriest fold,
'And the gaudier she bribed with a tao-tai of gold,
'And away she is fled from the traitor's harem,
'Tho' the punkies may flash and the com-pradores gleam.

Thus she ceased;—and a bumper of opium we took,
And we smoked the ginseng from a coral chibouque,
And we daintily supped upon birds' nests: and
And snails,
And catfish, and macs and piculs, and tael.

Then we slew a joss-pigeon in honour of Fo,
And in prize of Feng-shui we made a Kowloon;
And soon the most beautiful girl in Peking
Fell asleep in the arms of her own mandarin.

The Chinese Engineering & Mining Co. is doing a good business in its fire and other works, a cargo having just left Chaiwan for Hongkong, in their own steamer the *Yuen-ping*.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 22nd day of November, 1907, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of the VACUUM OIL COMPANY, who claim to be the proprietors thereof.
The Trade Mark has been used by the Applicants in respect of OILS, GREASES and WAXES not included in other classes and TANNING SUBSTANCES in Class 4.
Dated the 7th day of December, 1907.

WILKINSON & GRIST,
Solicitors for the Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

FRIDAY,

the 13th December, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A QUANTITY OF
MISCELLANEOUS GOODS,
Comprising:—
SHOOTING BOOTS, MACINTOSHES,
HATS, NEW SUITS OF CLOTHES,
TELESCOPES, MICROSCOPES, BELL
HEZZANITH SEXTANTS, BINOCULARS,
SILK UMBRELLAS, BANJOES, CLOCKS,
BAROMETERS, DRAWING INSTRUMENTS, BILLIARD BALLS and CUES
OVERCOATS, FANCY GOODS;

ALSO
THEODOLITE IN CASE and LEVEL,
SINGLE'S ONE DIAMOND RING.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th December, 1907. [1075]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Captain Hodgins, will be despatched for the
above Ports, on FRIDAY, the 13th inst., at
10 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 9th December, 1907. [1076]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"
Captain Guionnet, will be despatched for the
above Ports TO-DAY, the 9th December, at
12 P.M.

For Freight or Passage, apply to
J. MILLET,
Agent.
Hongkong, 9th December, 1907. [110]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubalho United Companies).

STEAM FOR NAPLES AND GENOA
(without transhipment in Bombay).

VIA SINGAPORE, PENANG AND
BOMBAY.

(Taking cargo at conference rates less 2/6d.
and usual rebates.)
Having connection with Company's Mail
Steamers to MESSINA and
LEGHORN, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF, and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"LEVANZO,"
Captain Belsini, will be despatched as above
on THURSDAY, the 12th December, at Noon.
For Further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th December, 1907. [655]

KULANGSU (AMOI) MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Council held at the board room, on the 19th November last. There were present:—Messrs. A. F. Ordier (vice-chairman), Huang Tsan-chow, W. Kruse, S. Okuyama, W. Wilson, the Health Officer and the Secretary. The secretary was instructed to write to Mr. Wing Ting Sing asking for further particulars concerning his application to open a pawnshop on Kulangsu. The Superintendent of Police reported the following cases having been heard in the Mixed Court since the last meeting:—Allowing pigs and cattle to stray 8; assault 1; theft 4; assault 2; being abroad after 12 p.m. without a light 2; housebreaking 1; being a rogue and a vagabond 1; theft 1; committing a nuisance 1; contempt of court 1; murder 1; breach of slaughter-house regulations 1; being in possession of stolen property 1.

The wing of the Club Hotel, Kobe, situated at the back of the main building, was destroyed by fire on 28th ult. at 7.30 o'clock. About a dozen rooms, some of which were occupied at the time of the conflagration, were burned. The fire was due to the overheating of a brick chimney. The loss is covered by insurance, but the extent of the damage is at present unknown.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

THURSDAY,

the 12th December, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A LARGE QUANTITY OF
DULLS, MECHANICAL TOYS,
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th December, 1907. [1074]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"DORTMUND,"
Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th December, 1907. [1073]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Madoc* and *Charente*, from St. Nazaire, ex s.s. *Ville de Rochefort*, and from Bordeaux ex s.s. *Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 16th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th December, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 18th December, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 9th December, 1907. [111]

CHINESE RAILWAYS.

It is stated that the northern part of the Tientsin-Chinkia Railway will be constructed, equipped, and worked on behalf of the Imperial Chinese Government by the Deutsche Asiatische Bank; and the southern part constructed, equipped and worked on behalf of the Government by the British and Chinese Corporation, Limited. Negotiations with a view to a final agreement have been going on for a period of five years. In 1905 a draft for the full contract was formally laid before the Chinese Government. The terms of the document are not yet officially available, but it is believed that by its terms the loan is increased to £10,000,000, of which £5,000,000 is to be German and £5,000,000 British capital. The first part of this amount is now to be paid on the point of being raised in the form of a Chinese State 5 per cent. loan for three millions. It would appear that various demands recently made for the cancelling of the concession, and the substitution of a Chinese group for the Anglo-German syndicate, have failed, and that the present concessionaries are now, after very many vexatious delays, to be placed in a position to commence work.—*Shanghai Times*.

FIRE broke out in the Oriental Hotel, in Kobe, on 2nd inst., and the annex was destroyed. No lives were lost, but the damage was by no means small.

Intimations.

NEW YORK.

THE ROBINSON PIANO CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner, &c.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMPLOYING 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 5th December, 1907. [12]

HIGH GRADE

HAVANA CIGARS.

EXCELLENT SMOKES.

La Chaux.....	@ \$4.50 per 100 in boxes of 50
Gran Valor	4.50 " " 50
Espaguala	4.00 " " 50
Marca Roja	4.00 " " 50
Honey Suckle	4.00 " " 50
El Oro	3.75 " " 50
Asta.....	3.50 " " 50
Brevas	3.00 " " 50
Flor Pina	1.00 " " 50
Royales	5.00 " " 100
Companeros	4.00 " " 100
Huon.....	2.00 " " 25

CONNOISSEUR'S SMOKE.

TEOFANI'S

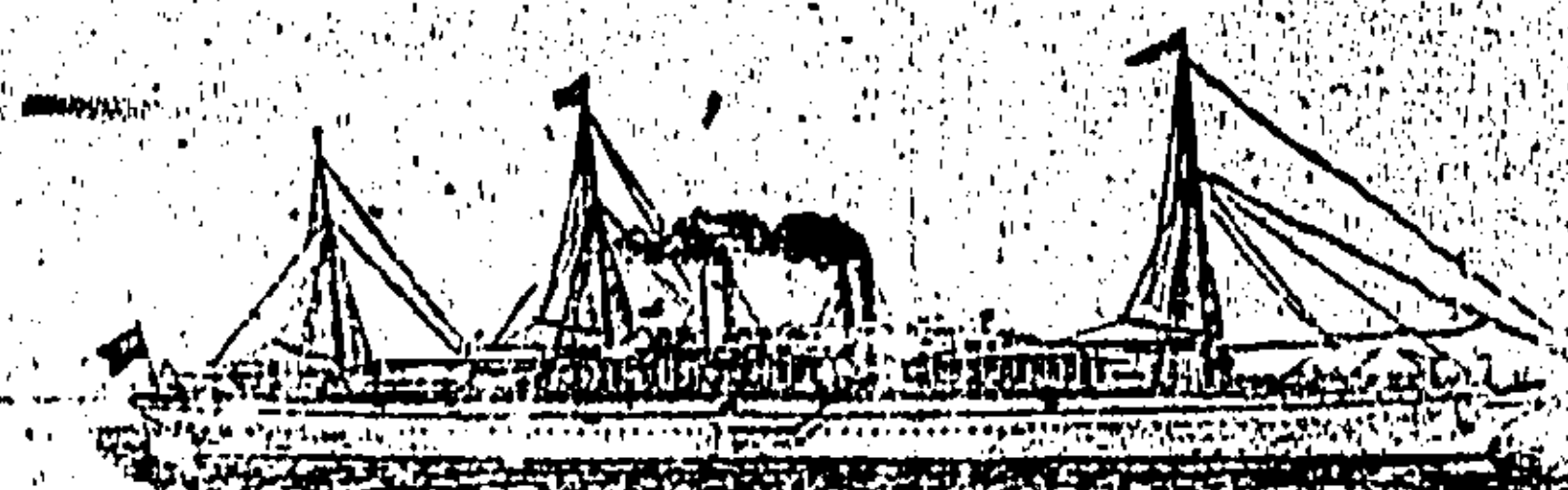
HIGH-CLASS CIGARETTES

Zenidab	@ \$3.50 per box of 100
Sardis	3.25 " " 100
London Life	2.50 " " 100

H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPRESS OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Fastest "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £47.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SINGAPORE and SOERABAYA WED' DAY, 11th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA KUNSAW* FRIDAY, 13th Dec., 3 P.M.
MANILA YUENSANG* FRIDAY, 13th Dec., 4 P.M.
MANILA LOONGSANG* FRIDAY, 20th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodations for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 9th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

NINGPO & SHANGHAI "NANCHANG" 10th Dec., 4 P.M.
MANILA "TAMING" 10th " "
SAIGON "HANYANG" 11th " "
SHANGHAI "KASHING" 11th " "
AMOY "WENHOW" 11th " "
HOIHOW & HAIPHONG "HUPEH" 12th " "
MANILA, ZAMBOANGA & COLONIES "BINAN" 13th " "
SWATOW & SHANGHAI "KIUKIANG" 13th " "
CEBU & ILOILO "KAIFONG" 13th " "
SHANGHAI "SHAOSHING" 21st " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th December, 1907.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZARHO	1540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
RUHI	1540	Almond	"	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th December, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND BUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22d December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



107 Ocean Steamer

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 21st Dec.
RHENANIA 21st Jan., 1908
HOHENSTAUFEN 22nd Feb., 1908

Homeward.

SILESIA 11th Dec.
SCANDIA 8th Jan., 1908
HABSBURG 29th Jan., 1908
RHENANIA 26th Feb., 1908
HOHENSTAUFEN 25th March, 1908.

Hongkong, 28th November, 1907.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"

Captain Guinnet, will be despatched for the above Ports on or about MONDAY, the 9th December.

For Freight or Passage, apply to

J. MILLET,
Agent.

Hongkong, 22d December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Tremont	9,600	T. W. Garlick	10th Dec. 1907.
Swanwick	6,332	Shotton	10th Jan. 1908.
Kumherly	6,332	Cowley	18th Jan. 1908.
Shawmut	9,600	E. V. Roberts	21st Feb. 1908.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents

Queen's Buildings,
Hongkong, 16th November, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN

HONGKONG, CALLAO
AND

IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	5,000	TUESDAY, 10th inst., Noon.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
* With liberty to call at Honolulu and Salina Cruz.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
Work Building.

Hongkong, 9th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .. Capt. E. W. WALKER.
"KWONG SAI" .. Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$
Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

Hongkong, 2d July, 1907.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 10th inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARKK & Co.,
General Managers.

Hongkong, 9th December, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE,
AND MOJI.

THE Steamship

"ARRATOON APCAR"

Captain A. Stewar, will be despatched for the above Ports, on FRIDAY, the 13th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th December, 1907.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched at above, on SATURDAY, the 28th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th December, 1907.

Intimations.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,
Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION

AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Also Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1907.

WEATHER FORECASTS AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.
The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the "Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock Aberdeen.
Waglan Sau Ki Wan.
Stanley Sai Kung.
Cape Collinson Sha Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal from the Light Houses.

T. G. YEO,
Director.

29th July, 1907.

AWAKENING INDIA

THE VICEROY ON HIS DEFENCE.

On Friday the Supreme Council at Simla passed the Bill which empowers the local authorities to forbid public meetings in proclaimed areas, and the Viceroy made a speech which contained a defence of the Government's policy, and a notable admission as to the awakening of the people in Asia. Lord Minto, whose genuine sympathy with India has never been questioned, realises that the two-fold duty of Britain in India is first to maintain order, and secondly to direct into beneficial channels the restless energy of the new-born, advancing thought. If Lord Minto has brought his Council and his lieutenants to share his conviction that the growth of political thought cannot be checked, he is to be congratulated; but it is very doubtful whether this Excellency succeeded in showing that this latest extension of repressive legislation is necessary for the preservation of the peace.

THE CASE FOR THE GOVERNMENT.
Lord Minto, emphatically, denied that, by the Act just passed the Government meant to impose quietude on the masses of the Indian people; but he refused to "minimise the meaning of the warnings of the last few months."

We cannot forget the Lahore riots, the Rawalpindi riots, the assaults on Europeans, the assaults, looting, and boycotting in Eastern Bengal, of the attempts by means of seditious addresses, newspapers, and lectures to inflame racial feeling and tamper with the loyalty of the Indian Army.

Here, then, is the Government's justification for widening and strengthening the coercive powers of the local authorities. Is it an adequate justification?

The principal argument of those who opposed the new Act was that the local governments and the police have all along had sufficient powers to cope with disorder, and this contention is supported by the recorded history of the past year. In citing the case of the Lahore and Rawalpindi riots, the Viceroy omitted to note that both were the work of a rowdy section of the community, and might have been checked if the police had done their part. Lord Minto also forgot that the attempt to bring home responsibility for the riots to prominent politicians of the district had completely failed, and that the accused were all acquitted of the charge.

UNFORTUNATE "ILLUSTRATIONS."

Again, the Viceroy, in referring to the outbreaks in Eastern Bengal, implied that the assaults and looting were connected with the "seditious" propaganda of Hindu agitators, whereas, as everybody knows, they were committed by hordes of Mahometan roughs who, having got out of hand, were able to defy the police. "The danger in Eastern Bengal," said a high official a few months ago, "is the low-class Mahometan." He is a constant peril in the province, while the reputable section of the Moslem community is peaceable and unwaveringly loyal. But it is not against the low-class Mahometan that the new Section Act is directed; but it is against the educated Hindu, who in scores of cases has had to prove his innocence and his injuries in the courts of Eastern Bengal.

Truth is, to tell Lord Minto was unfortunate in his illustrations. If these district authorities and the police in Eastern Bengal had been as determined to keep order as the Viceroy is, the riots would have been checked at the outset, and we should have been spared the humiliating series of civil suits which have occupied the subordinate courts and the Calcutta High Court for many months.

WHAT INDIA THINKS.

One more point. The new Act, says Reuter, was opposed by the Indian members of the Viceroy's Council—the Tikka Sahib of Nabha, Dr. Rash Behari Ghose, and Mr. Gokhale. It would not be easy to pick out three men more representative of Indian opinion. The Tikka Sahib represents the Punjab. He is a member of the royal house of a Sikh State, and as such a staunch friend to the British Government. Dr. Rash Behari Ghose is a veteran Bengal leader, the ablest member, perhaps, of the strictly moderate and constitutional party in his province. Mr. Gokhale, as we in England know well, is a consistent advocate of those "political hopes and ambitions" which, as the Viceroy himself puts it, "are the welcome and natural results of education which British administrators have encouraged."

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

FURS! FURS! FURS!

VARIOUS SHAPES AND COLOURS.

DRESS FABRIC

IN

NEWEST PATTERNS.

SERGES,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKETS LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do.	40,000	\$125	\$125	{ \$1,000,000 \$1,750,000 \$150,000 }	\$1,707,167	{ \$1.15/- for 1-year ending 30.6.07 @ ex 2 1/2 3/16 = \$16.04 }	5 %	{ \$68 1/2 buyers \$67 1/2 buyers new issue London £81.10/- }
National Bank of China, Limited	4,925	£7	£8	{ £12,731 £300,000 }	\$71,293	\$2 (London 3/6) " 1903		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$50	\$50	{ \$1,500,000 \$2,100,000 \$1,100,000 }	none	\$20 for 1896	8 %	\$250
North China Insurance Company, Limited	1,000	£15	£5	{ £1,100,000 £1,100,000 £1,100,000 }	Tls. 304,404	{ Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.05 }	6 %	Tls. 89 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$2,000,000 \$1,000,000 }	\$1,460,490	{ Final of \$12 making \$42 for 1905 and interim of 13/- in 1906 }	5 1/2 %	\$780 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$394,520	11/- for year ending 31.12. 5	8 %	\$150 sellers c.m.f.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$562,980	\$6 and bonus \$2 for 1905	8 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$435,235	\$40 for 1905	12 1/2 %	\$322 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$250,000 \$250,000 \$250,000 }	Nil.	\$1.01 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$500,000 \$500,000 \$500,000 }	\$27,101	\$4 for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	9,000	\$15	\$15	{ \$135,000 \$135,000 \$135,000 }	\$86,989	\$1 for 1st half year ending 30.6.07	6 1/2 %	\$30 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	£5	£5	{ £60,000 £60,000 £60,000 }	£3,694	\$1 for 1906 @ ex 2 1/2 = \$1.14 per share	3 1/2 %	{ \$40 sellers \$38 sellers }
Do. (Deferred)	6,000	£5	£5	{ £60,000 £60,000 £60,000 }	£3,694	Interim of Tls. 1 1/2 for account 1907	12 %	{ Tls. 44 buyers Tls. 50 sellers }
Shanghai Tag and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 Tls. 54,372 Tls. 54,372 }	Tls. 13,327	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	43/- buyers
Do. (Preference)	100,000	£1	£1	{ £100,000 £100,000 £100,000 }	£17,370	{ \$1.00 for year ending 30.6.07 \$1.50 }	4 1/2 %	\$21 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$137	\$1 for 1st half year ending 30.6.07	4 1/2 %	\$104 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$137	\$1 for 1st half year ending 30.6.07	4 1/2 %	\$104 buyers
Taku, Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ Tls. 41,479 Tls. 41,479 Tls. 41,479 }	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	9,218	\$8 for year ending 31.12.06	8 %	\$100
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 \$700,000 \$700,000 }	Tls. 8,035	\$1.00 for 1907	5 %	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 8,035	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £100,000 £100,000 £100,000 }	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 154 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £50,000 £50,000 £50,000 }	£11,558	No. 12 of 1/- = 48 cents	7 1/2 %	184
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$450,000 \$450,000 }	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$2,000,000 \$2,000,000 \$2,000,000 }	13,047	Interim of \$2 for six months ending June 30th 1907	6 %	165
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$491,580	\$4 for 1st half year ending June 30th, 1907	8 1/2 %	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 73 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 198 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000 }	Tls. 3,388	Tls. 6 for 1st 12 months ending 28.2.07	6 %	Tls. 102 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 \$250,000 \$250,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$21 sellers
Central Stores, Limited	50,125	\$15	\$15	{ \$751,875 \$751,875 \$751,875 }	\$19,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000 }	\$10,925	\$4 for 1st half year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 \$5,000,000 }	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$95
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$11,567	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$1,089	\$2 1/2 for 1906	7 1/2 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ Tls. 869,493 Tls. 869,493 Tls. 869,493 }	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	2,500	\$50	\$50	{ \$125,000 \$125,000 \$125,000 }	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	1,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	20 1/2 %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$50,000 \$50,000 \$50,000 }	\$14,169	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)		Tls. 50 sellers
Leau-Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 31,450	Tls. 8 for 1906		Tls. 79 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 28,357 Tls. 28,357 }	Tls. 50,663	Tls. 50 for 1906		Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 £1,299 £1,299 }	£638	1/3 per share for 1906	9 %	164
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 \$12,000 \$12,000 }	\$1,059	\$2 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	{ \$120,000 \$120,000 \$120,000 }	Nil.	\$2 for 1904		Tls. 62 1/2 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		16
China Light and Power Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$25,000	60 cents for year ended 28.2.06	8 1/2 %	\$9 buyers
Do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$12,500	80 cents for 1906	8 1/2 %	\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$12,500	\$1.30 for year ending 31.7.07	8 %	\$161 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$187,500 \$187,500 }	\$2,974	Interim of 50 cents per share for a/c 1907	9 %	\$11 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	6 1/2 %	\$15 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$9,953	12 per share for year ending 28.2.07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	\$4,361	Interim of \$4 for 1-year ending June 30th 1907	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$4,212	Interim of 80 cents per share for a/c 1907	8 1/2 %	Tls. 355 buyers
Maatschappij tot Mijn. Bosch en Landbouwk. exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 547,500 Tls. 547,500 }	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907 }	8 %	Tls. 35 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	\$2,655	\$1 per share or period of 19th Oct. to 30th Apr. 1907		\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$2,655	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 sales
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 \$675,000 \$675,000 }	\$2,655	Tls. 4 for 1905		Tls. 45 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 7,990	Final of Tls. 5 and Tls. 10 for 1906		Tls. 65 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 Tls. 67,323 Tls. 67,323 }	Tls. 9,751	Interim of Tls. 5 for a/c 1907	9 %	Tls. 113 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 45,000 Tls. 45,000 }	Tls. 3,354	Interim of 15/- for account 1907 (old)		Tls. 335 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 24,820 Tls. 24,820 }	Tls. 7,843	Interim of 15/- for account 1907 (new)		\$15 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £327,000 £327,000 £327,000 }	Tls. 85,592	None	6 1/2 %	\$4
South China Morning Post, Limited	8,000	\$25	\$25	{ \$200,000 \$200,000 \$200,000 }	\$41,034	40 cents for year ending 31.5.07		Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	\$478	Tls. 6 1/2 for year ending 30.4.07		{ \$104 aa. and b. \$104 }
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 15,295 Tls. 15,295 }	Tls. 201	100 Founders shares for y. end, 31.5.07	8 %	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$349	Interim of 50 cents for account 1907	7 %	\$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$1,350	{ Final of 50 cts. making 80 cts. for the year ended 30th June, 1906 }		\$5 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	\$5,482			
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 }	\$41			

* These shares are entitled to half of the profit.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)THE Steamship
"MALTA."Captain R. A. Peters, carrying His Ma-
jesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 14th
December, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Moldavia*, 9,100 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Peria*,
due in London on 25th January, 1908.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th November, 1907.MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON.HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.The S.S. "POLYNESIEN"
Captain Broc, will be despatched for
MARSEILLES TO-MORROW, the 10th
December, at 1 P.M.This Steamer connects at Colombo with the
Australian line a.s. *Dumet* bound for Mar-
seilles via Bombay and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.Near sailings will be as follows:-
S.S. *TOURANE* 24th Dec.
S.S. *ARMAND BEHC* 7th Jan. 1908.
S.S. *SALAZIE* 21st Jan. 1908.J. MILLET,
Agent.
Hongkong, 9th December, 1907.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "....."
For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th October, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD